

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.
 "POWAN," 2,338 " " " W. A. Valentine.
 "FATSHAN," 2,260 " " " C. V. Lloyd.
 "KINSHAN," 1,995 " " " B. Bruch.
 "HEUNGSHAN," 1,998 " " " R. D. Thomas.

Departure from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), to P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons, Captain E. H. Grainger.
 "SUI-TAI," 1,651 " " " G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.

Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Willox (Laid up).
 "NANNING," 569 " " " Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.
 Hotel Mansions, (First Floor), opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 21st June, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

—S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 9.30 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
 The Company's Wharf is at the end of Wing Lok Street (Tram Station).
 Canton Agents—Messrs. E. Pasquet & Co.
 For further particulars, please apply to—

BARRETTO & CO., Agents.

Hongkong, 5th April, 1907.

WEST RIVER BRITISH STEAMSHIP CO. HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SANULI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 DAYS.

THE steamers sail from HONGKONG to SAUHU, SHUING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip, \$30.

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD & SWIRE, AGENTS, WEST RIVER BRITISH S.S. CO. HONGKONG

Hongkong, 6th October, 1906.

JAVA-CHINA-JAPAN LIJN. REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAVA	Second half July	JAPAN	Second half July
TJIMAH	JAVA	Second half July	JAPAN	Second half July
TJIKINI	JAPAN	Second half July	JAVA PORTS	Second half July
TJILIWONG	JAVA	First half Aug.	JAPAN	First half Aug.
TJILATAP	JAPAN	First half Sept.	JAVA PORTS	First half Sept.
TJIPANAS	JAPAN	First half Sept.	JAVA PORTS	First half Sept.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
 YORK BUILDINGS, 1st floor,
 Hongkong, 9th July, 1907.

Dentistry.

Dr. M. H. CHAUN,
 THE LATEST METHOD
 of the

AMERICAN SYSTEM OF DENTISTRY
 33, QUEEN'S ROAD CENTRAL,
 From the University of Pennsylvania, U.S.A.
 Hongkong, 16th April, 1905

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th June, 1904.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 98 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.5 ft. Water on blocks, 28.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. O. 4th and 5th Ed.
 Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

Mails.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	To sail
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP, and HAMBURG.	"PREUSSEN"..... Capt. C. Nahrath	WEDNESDAY, Noon, 17th July, 1907.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA.	"ZIETRY"..... Capt. F. Prösch	About WEDNESDAY, 17th July, 1907.
MANILA, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE.	"MANILA"..... Capt. Minssen	THURSDAY, Noon, 18th July, 1907.
YOKOHAMA and KOBE.	"PRINZ WALDEMAR"..... Capt. W. von Sander	About FRIDAY, 26th July, 1907.
KUDAT and SANDAKAN.	"BORNEO"..... Capt. F. Sembill	About SATURDAY, 9 A.M., 3rd Aug., 1907.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

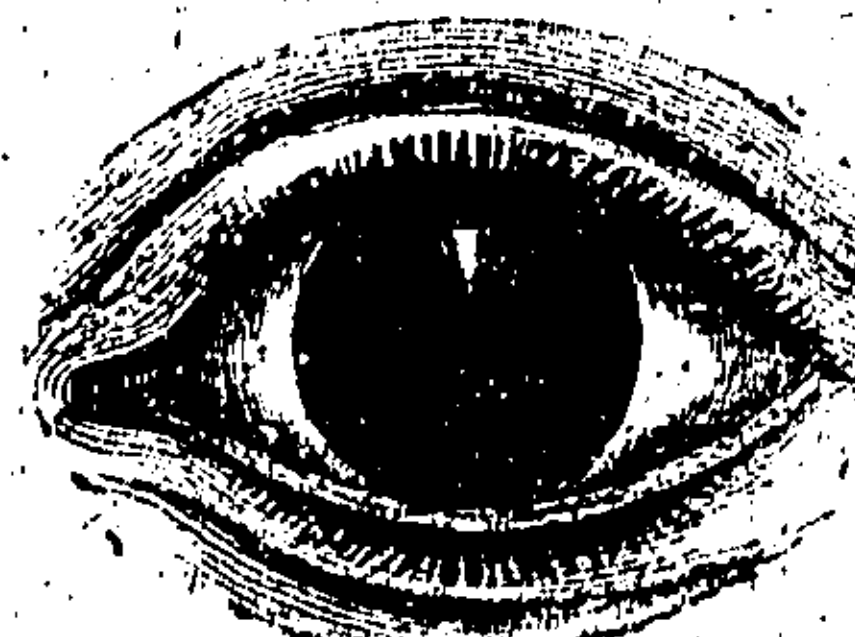
MELCHERS & CO.

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 8th July, 1907.

Intimation.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI.
 21, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road.

Hotel.

VICTORIA HOTEL.

(TELEGRAMS—VICTORIA—SHAMKIN),
 SHAMKIN, CANTON,
 ON THE BRITISH CONCESSION,
 H. HAYNES,
 Manager.

MACAO HOTEL.

(TELEGRAMS—FARMER—MACAO)
 MACAO, CHINA,
 IN THE CENTRE OF THE PRAIA GRANDE,
 Capt. T. AUSTIN, R.N.R.,
 Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

Wm. FARMER, Proprietor

HOW ANIMALS TALK.

BIRDS AND ANTS.

Scientists long ago agreed that every bird and fish, insect and reptile, had a language, perfectly understood by its fellows, and capable of conveying news of every possible condition that might affect individual or community. Writing in the New York Tribune, George Byers says that a moment's thought shows such must be the case: else how could the aerial armies of the birds cover thousands of miles in the fall and spring migrations, across seas, and over mountains: in many cases never before traversed?

The case of the bird is especially remarkable. On dark and stormy nights observing naturalists have heard vast flocks calling to one another far overhead. Perhaps at such times the wisest of the feathered pilgrims are warning the inexperienced to avoid the glare of lighthouse lanterns, against which so many myriads of birds are lured to fall dead on the sea-washed rocks.

Oddly enough, children are almost unanimous in their belief that birds sing with their bills. The notes are, in fact, produced deep down the windpipe, at a point where it branches off into bronchial tubes that convey air to and from the lungs. At this point is fixed a delicate little membrane, which produces the note of every bird that flies. Of course, variations in the size and skill of individual possessors account for the wondrous differences in the sounds given forth. At the same time, it seems wonderful that the same instrument will produce the raven's hoarse croak, the shrill whistle of the sandpiper, the boom of the bittern, the rasping call of the partridge, and the glorious liquid song of the nightingale, celebrated by poets in all ages.

Most birds have a baby language of their own which is not used after they are grown up. By it they make known their wants, fears, and whereabouts to their busy parents; and it is amazing how far off the seemingly feeble voice of tiny grouse or curlew can be heard. None knew better than White of Selborne that birds have a very definite language for the benefit and convenience of each species, and also for communicating a common danger. I proved this in amusing fashion by putting a stuffed owl close to the nests of swallows, wrens, and blackbirds, all of which contained greedy little ones.

THE BLACKBIRD'S LANGUAGE.

The blackbird's ringing "Spink, spink, spink!" is capable of all kinds of subtle variations. It says "Good-night" and "Good-morning" with it, but its neighbours pay little heed. Should a cat stealthily approach a favourite roost about bed time, however, out ring its notes loud and fast as a fire alarm, and every feathered colonist is instantly alert.

In the lonely Island of St. Kilda, in the Outer Hebrides, the vast flocks of gannets breeding on the rocks have a sentinel to keep watch at night, while the rest sleep. Strangely enough, precisely the same system obtains among great herds of elephant and antelope, in Central Africa. The sleeping gannets are captured by fowling in the night, and wary indeed must they be to delude the sentinel bird. The slightest move of a dislodged stone on the face of these precipices, and up rises the sentinel bird, with his loud "Beero, beero!" In such event the fowler remains quite still, with cap drawn over his face, and body tightly pressed against the cliff face. After awhile the sentinel imagines he is mistaken, and calls out, "Gorok, gorok!" which evidently means, "All is well, friends; sorry I troubled you. Go to sleep again." But, should the intruder be betrayed, the entire colony take wing into the night, uttering angry cries of "Beero, beero, boo!"

Many have heard the astonishingly plain "Go back, go back!" of the grouse; and the male bird's emphatic "Cock, cock, cock!" as a signal to be off when danger threatens. These birds are most talkative on a fresh October morning, but have little to say if the day is going to turn out wet.

Special call notes are used for keeping families of birds together while hunting for insects among foliage and branches;—and the long-tailed tit signal to each other all day long by the low sweet little "See, see, see!" The language of some species is most unexpected. Thus the common buzzard will circle high overhead while its nest is being rifled, uttering a cry like the mewling of a cat. The turtle dove's note is like a frog's croak, and the hiss of one of the tits, sitting on its nest in a hole in the tree, is so snakelike that many a boy has been frightened away from it.

The baby chicks of some species in some marvellous way know the call and alarm notes of their parents the moment they leave the shell. I watched a number of redshanks on a rubbish heap in the spring; and the birds would shriek danger to their chicks for an hour after they had watched me go away. The downy youngsters would obey the call and remain perfectly still, though they must have found it most wearisome, being especially active little creatures. Now and then a disobedient little tufted head would pop up, and the parent would fly close overhead, uttering a loud ringing note, sounding exactly like "Down, down, down!"

The lower orders of animals, especially insects, communicate by signs. The organs employed are the feelers, as in bees and ants, which, like other creatures living in society, require a medium of communication. In a well peopled and thriving hive each bee has its own work—some attend the young, others make cells. Take away the queen and in an hour or so the workers appear greatly agitated, they give up their work and traverse the hive bewildered. Meeting a companion en route they have been seen mutually to cross their antennae, and each communicates the national loss to its neighbour by a gentle tap with these organs. The one which has just learned the news in turn becomes agitated, and runs over the cells, crossing and striking others.

(Continued on page 3.)

Notice of Firm.

NOTICE.

NOTICE is hereby given that, owing to the INCREASE of the Business of Messrs. H. PRICE & CO., WINE MERCHANTS of No. 12, Queen's Road Central, Hongkong, the business has been formed into a Company with Limited liability under the name and style of Messrs. H. PRICE & CO., LIMITED, with Mr. A. E. ROBINSON as its Manager.

All Debts due to, and owing by, the late firm, will be received, and paid, by Messrs. H. PRICE & CO., LTD.

H. PRICE & CO., LTD.

H. PRICE & CO.

Hongkong, 1st July, 1907.

[627]

To Let.

TO LET.

OFFICES at No. 14, DES VŒUX ROAD CENTRAL (formerly occupied by Messrs. Shawan, Tones & Co.).

Apply to—

HO TUNG,

Comptroller Department,
 Jardine, Matheson & Co.
 Hongkong, 4th April, 1907.

[71]

TO LET.

HOUSE No. 2, ROSE TERRACE, Kowloon.
 HOUSE No. 5, ROSE TERRACE, Kowloon, from 1st August next.

Apply to—

COMPRADORE,

Barretto & Co.
 Hongkong, 1st July, 1907.

[576]

TO LET.

ONE FOUR-ROOMED HOUSE at PRAVA EAST, near East Point.

Apply to—

JARDINE, MATHESON & CO., LD.

Hongkong, 22nd June, 1907.

[87]

TO LET.

A HOUSE in KNOTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st July, 1907.

[66]

TO LET.

HATHERLEIGH, Conduit Road.

No. 1, RIFON TERRACE, Bonham Road.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAVA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st July, 1907.

[629]

TO LET.

No. 1, WEST END TERRACE, Shamshing, Canton.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st July, 1907.

[67]

TO BE LET.

AS from the 1st August next, No. 5 MORRISON HILL.

Apply to—

Messrs. JARDINE, MATHESON & CO., LTD.

Hongkong, 29th June, 1907.

[624]

TO LET.

From 1st July.

LARGE and SPACIOUS GODOWNS, Nos. 9, 9A, 9B, 9C, and 10, PRAVA EAST, at present in the occupation of the Admiralty.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st July, 1907.

[459]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c.

&c.

&c.

&c.

Sole Agents for FERGUSON'S SPECIAL CREAM and

P. & O. SPECIAL LIQUOR SMOOTH WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES ALWAYS IN STOCK AT

REASONABLE PRICES.

Hongkong, 7th March, 1907.

[61]

Intimation.

Powell's

ALEXANDRA BUILDINGS.

Children's

Outfitting

Dept.

DAINTY

CHILDREN'S

MILLINERY.

INFANTS'

CLOAKS.

BABY

LINEN.

CHILDREN'S

BOOTS,

SHOES

and

SANDALS.

GIRLS'

COSTUMES.

W.M. POWELL,

LTD.,

HONGKONG.

Hongkong, 6th July, 1907.

Public Companies.

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the GREEN ISLAND CEMENT COMPANY, LIMITED, will be held at the Company's Registered Office, St. George's Building, Victoria, Hongkong, on SATURDAY, the 13th day of July, 1907, at 12 o'clock noon, when the subjoined Resolution will be proposed.

That it is desirable to capitalise the sum of \$300,000 being part of the undivided profit of the Company standing to the credit of the Company's reserve fund and accordingly that the same be distributed as a bonus amongst the shareholders registered as such in the Register of Shareholders of the Company at the date of the passing of this Resolution in proportion to the shares held by them respectively and that the General Managers be and they are hereby authorised to distribute among the shareholders the 750,000 unissued shares in like proportion.

The TRANSFER BOOKS of the Company will be CLOSED on SATURDAY, the 13th July, to SATURDAY, the 20th July, 1907, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers. [625]
Hongkong, 1st July, 1907.

GREEN ISLAND CEMENT COMPANY, LIMITED.

AN INTERIM DIVIDEND of 50 cents per Share for the six months ending 30th June, 1907, will be payable on the 14th July, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED on 10th, 11th and 12th July, 1907.

SHEWAN, TOMES & Co.,
General Managers. [640]
Hongkong, 4th July, 1907.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LTD.

AN INTERIM DIVIDEND of \$3.50 per share for the Six Months ending 30th June, 1907, will be payable on the 25th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED on TUESDAY, the 16th instant, to THURSDAY, the 25th instant, (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary. [648]
Hongkong, 9th July 1907.

For Sale.

FOR SALE.

TWO VERY VALUABLE PIECES OF LANDED PROPERTY situate at CANTON near the Hongkong, Canton, and Macao Steamship Company's wharf and facing the river. Title Deeds can be seen at the office of the undersigned.

For further particulars, apply to—

GOLDBRING and BARLOW,
Solicitors,
10, Queen's Road Central,
Hongkong, 22nd May, 1907. [526]

NEW BICYCLES

FREE WHEELS, DOUBLE BRAKES,

(COMPLETE.)

From \$80.

TYPEWRITERS!

TYPEWRITERS!

FOR SALE.

Repaired, Cleaned, Overhauled,
and Broken Parts Duplicated
under Expert Supervision.

OLD MACHINES RENOVATED.

TERMS VERY MODERATE.

SATISFACTION GUARANTEED.

BICYCLES

FOR SALE, REPAIRED,
EXCHANGED, AND FOR HIRE.

THE DRAGON CYCLE CO.,

11, D'AGUIAR STREET.

Hongkong, 7th May, 1907. [476]

THE HONGKONG STUDIO

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1905.

HOW ANIMALS TALK.

(Continued from page 2)

A DISABLED QUEEN.

The great naturalist Huber amputated some of the antennae, with curious results. The queen ran about the combs, dropped her eggs anywhere, and became quite helpless. The workers neglected their labour, ran into corners and at length quitted the hive never to return. Thus, it is evident that the antennae are the organs of communication, and as further proof the sentinels may be seen patrolling on a moonlight night with these sensitive feelers put forth. And should some unhappy moth try to steal into the habitation a signal is given, and a body of guards rush out to chastise the intruder.

DR. FRANKLIN ONCE FOUND SOME

ANTS FEASTING

on molasses. He shook them out, and suspended the pot by a string to the ceiling. It chanced that one ant remained; and after eating its fill this one found its way up the string, crawled to the ceiling, and thence along the wall to its nest. In less than half an hour a great company of ants rallied out of their hole to the ceiling, and crept along the string into the pot. And this was done by others, until the sweet stuff was all consumed. One file of insects ran up the string from the molasses, while another passed down to it. Dr. Franklin inferred, naturally enough, that the first ant had communicated to its comrades the new position of the pot, and directed them to the only accessible road to it.

Corroboration is furnished by Jesse, who says that Nature has undoubtedly "given to ants a language of communication by the contact of their antennae. With these organs they render mutual assistance in labour and danger, discover lost routes, and make each other acquainted with their necessities." The same authority says, "If a single wasp discover a deposit of honey or other food, he will return to his nest and impart the good news to his comrades, who will rally forth in great numbers to partake of the fare."

A most amusing instance of communication between insects was that of a scarabaeus beetle. It was making a little pellet of soil to receive its egg, and had laboriously rolled it up a little hillock, where it fell into a hole. All efforts on the part of the beetle to extricate the pellet failed; and after several ineffectual trials, the insect went off, and soon returned with three companions. All four now joined in the work with strategy and tactics, and succeeded in pushing out the pellet; whereupon after greetings the three assistants retired, and left the original insect to its own labours.

That animals generally communicate with one another and express ideas and wants admits of no question; though precisely how it is effected is beyond human observation. A comic case was that of a well-bred terrier belonging to a timber merchant of St. Louis. He left his dog at a small country inn, and when he returned for it the landlady told him it was lost. It seems that the little terrier had quarrelled with the big house dog, and been so worried and bitten that it was thought it would never recover. But four days later it crawled out of the yard, and disappeared for a whole week. To the amusement of the people at the inn, it returned with a bound much bigger than its enemy, on whom both of them fell forthwith, and all but destroyed it. It was proved the little terrier had travelled over 80 miles to coax away the big dog in question for the purpose of assisting him in resenting the injury done.

The naturalist Marcgrave gives a curious account of the ourine monkey, whose assemblies and deliberations he watched in the jungle. "Every day," he says, "they congregate to receive instructions. A leader sits high up on the tree, and signals with his hand to the rest to sit round. When he sees them placed, he begins an unmistakable discourse in loud staccato tones, and when he has finished he signs with his hand that the rest may reply. Instantly the babel begins, until by another signal they are silenced. And shortly afterwards the monkey parliament breaks up."

THIS NIGHTINGALE COULD COUNT. Lichtenburg mentions a nightingale which could count at least up to three. Every day he gave it three meal worms, one at a time. When it had finished one, it returned immediately for another, but after the third it flew away, showing that the feat was over.

But the quaintest instance of animal language (says the New York paper) comes from the Japanese province of Salatiga, where the Dutch colonists have suffered much from the ravages of grey monkeys, that destroyed their coffee plantations. The Dutch governor recommended strychnine; and accordingly the favourite fruits of the monkeys were heavily dosed with this poison and deposited in the woods. The monkeys, of course, ate freely, and many of them became deathly sick. Yet, strangely enough, none of them died. It was found that on feeling the symptoms the victims distinctly consulted with their "elders," who recommended the leaves of the "tremblekian" as an antidote. This is a well-known weed, growing profusely in the Dutch Archipelago.

And it was found that when the animals were too ill to seek the "tremblekian" themselves, they instructed friends and relatives to go into the woods and bring quantities of the curative leaf. This discovery has so interested the Batavian authorities in Java that the colonial physicians have begun a series of experiments on the curative qualities of the weed, thus taking a leaf from the monkey's pharmacopoeia.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 10th September, 1905.

Intimations.

A FAIR EXCHANGE.

Large sums of money are no doubt realized from simple speculation, but the great fortunes are derived from legitimate and honest business—where the goods furnished are worth the price they bring. Certain famous business men have accumulated their millions wholly in this way. Prompt and faithful in every contract or engagement they enjoy the confidence of the public and command a class of trade that is refused to unstable or tricky competitors. In the long run it does not pay to cheat or deceive others. Even a child or a dog soon learns to distinguish between real friends and foes in disguise. A humbug may be advertised with a noise like the blowing of a thousand trumpets, but it is soon detected and exposed. The manufacturers of

WAMPOL'S PREPARATION

have always acted on very different principles. Before offering it to the public they first made sure of its merits. Then, and then only, did its name appear in print. People were assured of what it would do, and found the statement truthful. To-day they believe in it as we all believe in the word of a tried and trusted friend. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It aids digestion, drives impurities from the blood and cures Anemia, Scrofula, Debility, Influenza, Throat and Lung Troubles, and Wasting Complaints. Dr. Louis W. Bishop says: "I take pleasure in saying I have found it a most efficient preparation, embodying all of the medicinal properties of a pure cod liver oil in a most palatable form." A pure cod liver oil in the march of medicine. It is a scientific remedy and a food, with a delicious taste and flavour. No slow or doubtful action. "It cannot disappoint you." Sold by all chemists.

BRITISH STEAMER

"NETHERTON"

BY ORDER of the UNDERWRITERS, the undersigned are prepared to receive TENDERS for the purchase of the above steamer as she now lies at Singapore in a Fire Damaged condition.

Tenders must be delivered not later than 10th July.

GILMAN & Co.,

Lloyds Agents.

Hongkong, 18th June, 1907. [585]

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK-DAYS.

7.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 noon Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 3.15 p.m., 4.15 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong, 4th June, 1907. [58]

A. CHAZALON & CO.

6, Queen's Road Central,
WINE, SPIRIT AND COAL MERCHANTS AND
GENERAL STORE-KEEPERS.

Just Unpacked.

BARCLAY PERKIN'S TOUT

in pints and Baby bottles.

FRENCH SYRUPS

GRENADINE, GROSEILLE, &c.

VICHY, PERRIER, ROCHEMAURE

AND

Other FRENCH MINERAL WATERS;

Also

Large Assortment of CANNED GOODS

Wholesale and Retail.

Hongkong, 15th May, 1907. [40]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at HARBOR FRONT. Storage will be Open to A.M. and P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. FARLANE,
Manager.

Hongkong, 22nd June, 1907. [6]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from Mr. J. MILLER, to sell by PUBLIC AUCTION, For Account of Mr. J. R. CAPELL, ON SATURDAY, the 13th July, 1907, at 2.30 P.M., at No. 1, Bay View, Kowloon, THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE, THEREIN CONTAINED, Comprising—

HOUSEHOLD BRASS AND IRON BED-STEADS with WIRE MATTRESSES, TEAKWOOD WARDROBES with BEVELLED GLASS, MARBLE-TOP WASH-TUBS, OVERMANTLES, DRESSING TABLES with BEVELLED GLASS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, GLASS, CROCKERY and E.P. WARE, TEAKWOOD SIDINGBOARD with BEVELLED GLASS, DINNER WAGGONS, a quantity of BLACKWOOD WARE, PICTURES, &c., &c.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 4th July, 1907. [646]

PUBLIC AUCTION.

THE Undersigned has received instructions from G. H. POTTS, Esq., to sell by PUBLIC AUCTION, ON MONDAY, the 15th July, 1907, commencing at 2.30 P.M., at "Clovell's" Peak Road, A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE, Comprising—

UPHOLSTERED DRAWING ROOM SUITE, JAPANESE EMBROIDERED GREENE LACQUERED TABLES, ENGRAVING, LACE CURTAINS, STANDARD LAMPS, TIEN-TSIN CARPETS and RU. S. &c., &c.
EXTENSION DINING TABLE, CARVED, SIDEBOARD with BEVELLED MIRROR, DINNER WAGGON, WRITING DESKS, INLAID PANELS, CROCKERY and GLASSWARE, &c., &c.
BRASS and BRASS-MOUNTED DOUBLE and SINGLE BEDSTEADS, WARDROBES with BEVELLED MIRRORS, MARBLE-TOP BUREAU with BEVELLED MIRRORS, MARBLE-TOP WASHSTANDS, Specially made LINEN PRESS, CHEST-OF-DRAWERS, BOOKCASE with DESK, MEDICINE CABINET, &c., &c.
BATHROOM, PANTRY and KITCHEN REQUISITES.

ALSO A FINE SELECTION OF CANTON BLACKWOODWARE, Comprising—

CABINETS, TABLES, JARDINIERS and STOOLS, &c.; AND

One COTTAGE PIANO, by Collard & Collard; AND

A Large Quantity of PALMS and other PLANTS, in tubs and pots.

TERMS:—As customary.

On view from Saturday, the 13th July, 1907.

GEO. F. LAMMERT,
Auctioneer.

Hongkong, 6th July, 1907. [643]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON TUESDAY, the 16th July, 1907, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street, SUNDRY HOUSEHOLD FURNITURE, Comprising—

TAPESTRY-COVERED DRAWING ROOM SUITE, DOUBLE BRASS and IRON BEDSTEADS with WIRE MATTRESSES, TEAKWOOD CAMPHORWOOD WARDROBES with GLASS, DINING TABLE and CHAIRS, MARBLE-TOP WASHSTANDS, DRESSING TABLES, GLASS, CROCKERY and E.P. WARE, PICTURE, A Quantity of BLACKWOOD WARE, &c., &c.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 10th July, 1907. [651]

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVORLICH."

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 23rd instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 9th July, 1907. [647]

Consignees.

S.S. "TOKIN."

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Dordogne* and *Malapan*, from Havre ex s.s. *Malapan*, and from Bordeaux ex s.s. *Le President Laroche*, in connection with their Goods, are hereby informed that their Goods, with the exception of Oil, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after MONDAY, the 15th July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 15th July, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 15th July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 8th July, 1907. [10]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

"SIMLA."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 14th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 8th July, 1907. [12]

HAMBURG-AMERIKA LINE.

THE H. A. L. Steamship

"AMBRIA."

Captain Schwinghamer, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

Intimation. **A. S. WATSON & CO.,** LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841

	Per case 1 doz. qts.	Per case 6 doz. pils.
ST. ESTEPHE	7.50	8.50
ST. JULIEN	9.00	10.00
LA ROSE	12.00	13.00
CHATEAU HAUT BRION		
LARRIVET	18.00	20.00
CHATEAU MOUTON		
D'ARMAILHACQ	22.00	24.00
CHATEAU PONTET		
CARNET	25.00	
CHATEAU LA TOUR		
CARNET	30.00	
CHATEAU RAUZAN	44.00	
CHATEAU LAFITE	50.00	

OUR CLARETS, including the lowest priced, are of exceptional value, and guaranteed to be the genuine product of the juice of the grape.

CLARETS from the celebrated Chateaux above mentioned are too well known to connoisseurs to need comment, and we can confidently recommend them as mature and in fine condition.

A. S. WATSON & CO., LIMITED. ALEXANDRA BUILDINGS. Hongkong, 11th June, 1907.

MARRIAGE.

June 5, at Horsey, Edward, son of late S. W. Baker, of Hongkong, to ALICE MAUD BODDY.

The Hongkong Telegraph HONGKONG, THURSDAY, JULY 11, 1907. ON THE SUBJECT OF OPIUM.

It is seldom that the office of Secretary of State for India comes within the glare of the limelight, for the simple reason that the holder is more of a revising authority than an originator, with the result that Secretaries for India have had their brief reign and departed without leaving the slightest trace of their existence. It has happened, however, that Mr. John Morley, the present Secretary, has had to face a series of circumstances which have brought India and his office into prominence, and given one who is more of a literary recluse than an ambitious statesman the opportunity of showing his calibre. Whether the people of England, or, indeed, anybody without the confines of India, can form a just appreciation of the real meaning of the reform movement in that Empire, its objects and the character of its protagonists, is extremely doubtful, but it is unquestionable that so far as an Englishman can understand the situation and the general drift of popular opinion Mr. Morley has truly diagnosed the symptoms which work towards the unrest among the educated classes of Britain's great dependency. These matters are of no immediate concern to Hongkong—although their effects may eventually become palpable in trade—but one passage in Mr. Morley's speech, with reference to the opium question, is of direct and instant importance to this Colony, namely, the cultivation and exportation of Indian opium. After all, it is open to doubt whether the Imperial administrators have been quite as deluded regarding the intentions of China in the matter of restricting the use of opium, or blind to the difficult position in which such Colonies as Singapore and Hongkong will be placed when the opium prohibitive regulations have to be enforced, as was supposed. It is all very well for a few well-meaning individuals to talk at large about the disastrous effects which result from the opium habit, but it is not always apparent that these representatives of Cecil Rhodes phrase "unctuous rectitude" have done more than skim the surface of the problem. If vice and evil could be eradicated to-morrow it is safe to say that half the world and among that half a great proportion of the allegedly vicious and evil ones would combine to rid the earth of its noxious features. But vice and

evil can no more be dissipated by a solution of political righteousness than chronic deformities can be removed by the bone doctor. Mr. Morley is a moralist and a practical politician, which is not altogether a peculiar combination in an English Minister, and in his Budget speech his practical common-sense was made evident over his moral views. He stated that he had received an enormous number of letters from churches and others who were deeply interested in the opium trade, and he paid a tribute to the sincerity of his correspondents; but he added a remark which must have given the "unco guid" pause for thought. He said: "They often use the expression 'righteousness before revenue.' Yes, but you must not satisfy your own righteousness at the expense of other people's revenue." Here was a home thrust which by no means suited a certain section of the emancipators, and a valiant member of the House jumped into the breach with the remark: "We are quite prepared to bear the expense of our righteousness." Well and good, but the dry rejoinder of Mr. Morley will be appreciated by those who are not led away by visionary schemes. He said: "I present that observation hopefully to the Chancellor of the Exchequer—well no, not very hopefully." Do these disinterested philanthropists of England propose to compensate the Crown Colonies of the Far East for the reduction in revenue which must inevitably be suffered as the result of their rhyming legislation? If so, then there is no problem whatever to be solved, no ways and means to be devised, no imposition of inordinate burdens to be mitigated. The way is clear and straight, and in spite of all that has been said and done the Crown Colonies of the Far East will be as they were. But even so, do these babblers of faddistic tendencies fancy that the opium trouble will be ended? Possibly they do, but as everyone with any experience of China will admit, they are liable to see their views rudely shattered. Two millions sterling is a conservative estimate of the annual amount which will compensate for the loss of the opium trade in Singapore and Hongkong, and the British elector, who is prepared to divert that sum from the Imperial exchequer for a questionable advantage must be either very thick-headed or generous by proxy. The opium question is by no means settled as yet either in India or in China, and despite all the efforts of the regenerators in England and America it will remain a problem for many days to come. We say nothing about the inclination of the people of China, the essential features of the opium trade in Hongkong as well as in Singapore, the impetus that will be given to smuggling, the necessity for the provision of a preventive service, the undue taxation of an over-taxed population, in fine the absurdity of it all, but we leave it to the conscientious thinker whether the taste for opium among the Chinese can be determined before the arrival of the millennium.

LOCAL AND GENERAL.

THE P. and O. s.s. *Sunda* left London on 8th ult., with the following specie for Singapore:—Coin silver, £71,050.

THE infant's mortgage case again occupied the attention of the Chief Justice and counsel in the Original Jurisdiction Court to-day.

THE P. and O. Co.'s steamer *Himalaya* left London on 7th ult. with the following specie for Singapore:—Coin silver, £13,500.

LIEUTENANT W. A. Odling, 3rd Bn. Middlesex Regt., arrived in the command on 7th inst. per s.s. *Simla*, en route for Tientsin, for duty.

LIEUTENANT E. A. Heape, Middlesex Regiment, has proceeded on leave till July 6, when he will embark to join the 3rd Battalion at Hongkong.

Mr. Frederick T. Hall (of Hongkong) and Mr. Henry N. Ridley, M.A., F.R.S. (Straits Settlements), have been elected Fellows of the Royal Colonial Institute.

LEAVE of absence to the neighbouring countries, on private affairs, has been granted to Captain B. S. Philpott, Royal Engineers, from 14th July to 30th September.

Two priests—Chan Y'o Wan and Wong I Pan—were locked up yesterday afternoon for bathing in the waterworks, at Shau-ki-wan. They were arraigned before Mr. G. N. Orme, at the Police Court, this morning, pleaded guilty to the charge, and were fined one dollar each.

THE holders of share warrants to bearer in the "Shell" Transport Company were informed that in accordance with the resolution of the Board an interim dividend of 1s. per share in respect of the year 1907 would be payable at the Capital and Counties Bank, Limited, 39, Threadneedle street, E.C., on and after July 1, 1907.

In reply to Mr. Rees, Sir E. Grey said: The Chinese authorities have agreed, as an act of grace, to pay a sum of \$15,000 in compensation for the injuries inflicted upon Mr. Radie and his companions, Dr. Horne. Of this sum it is proposed that Dr. Horne, who was much more seriously injured, should receive \$10,000. Mr. Radie will therefore receive a sum of \$5,000.

In *Tinland* hears that the Hongkong and Shanghai Banking Corporation have obtained the permission of the Secretary of State to opening out a branch in the Federated Malay States. The likelihood is that Kuala Lumpur may be the town selected for its scene of operations.

Sir Matthew Nathan was received in audience by His Majesty the King at Buckingham Palace on 13th ult. upon relinquishing his appointment as Governor of Hongkong, and kissed hands upon his appointment as Governor of Natal. Colonel the Hon. H. C. Legge (Querry-to-Walling) was in attendance.

MESSRS. Hughes and Hough, auctioneers, put up for sale by public auction at noon, to-day, the valuable leasehold property, Nos. 303-311, Des Voeux Road West. The reserve price not having been reached, the property was withdrawn. Messrs. Deacon, Looker and Deacon, solicitors, acted on behalf of the mortgagees.

INTELLIGENCE from Peking states that new quarters are about to be built for the accommodation of the infantry detachment stationed there. The detachment of the "Diehards" is now under canvas, the old quarters, once a portion of the Empress's Court, being in the process of demolition. By all accounts the Middlesex men are having a fairly good time of it.

AN unknown Chinaman, between thirty and forty years of age, was this morning found hanging from the branch of a tree at King's Park rifle range, at Kowloon. He was cut down by a number of soldiers, who made the discovery, and sent to the mortuary for identification. Deceased evidently had been suffering from bad health and it is believed in difficult circumstances, which led him to suicide.

ON the Civil Service Recreation Club's ground, at Happy Valley, yesterday afternoon, a very interesting game of bowls was played between the Civil Service and a picked team representing the Police. The following played for the police: Inspector Cameron (skip), Inspectors Withers and McHardy and Sergeant Pitt. The players for the Civil Service were Sanitary Inspectors Brett (skip), and Fletcher, Bond and Kelly. The police ran out victorious by six points, having scored 26 to the Civil Service 20.

CHAN MAU, a street coolie, and 'Kun Tak, a lighterman, were once the best friends. Somehow or other, but through no fault of his own, Chan's brother had to go to goal last week, and it was then that intimate relations between the two friends stopped, as Chan believed that Kun was instrumental in sending his brother to durance. Not only did the friendship come to an end, but Chan hoped to meet Kun one day. His opportunity came last night. The two men met in Reclamation Street, Yaumati. Kun is at present in the hospital, suffering from a scalp wound, inflicted with an iron bar. Chan is under arrest awaiting trial.

A WELL-known pickpocket named Chan Fuk, who said he was a bricklayer by trade, will be banished from the Colony in six weeks' time. On two occasions Chan was charged with theft and the defence he put up had so much effect on the magistrate that he was given the benefit of the doubt on each occasion and discharged. To-day his downfall came about. His defence failed. Chan got into a crowd yesterday afternoon in Wing Lok Street. He got busy at once and relieved a shopkeeper, who carries on a business in Queen's Road West, of \$20 in silver. Then he tried to do the disappearing trick, but he was seized by the crowd, and handed over to a policeman. Chan was arraigned before Mr. G. N. Orme, at the Police Court, to-day, and sentenced to six weeks' hard labour and six hours' stocks.

THE 13th Rajputs (the Shekhawati Regiment), which has been placed on the roster to relieve the 19th Infantry (the Mooltan Regiment) at Hongkong, is an old and distinguished corps. It was formed in 1817, and was long known as the 12th Bengal Infantry, or Shekhawati Battalion. It fought through the Sikh War, 1846, and rendered good service at Sir Harry Smith's magnificent victory at Aliwal, when with a force of under 12,000 men he defeated 20,000 of the brave enemy, and it rendered equally good service in the prolonged Afghan Campaign of 1879-80. It was last on active service in the Chitral Expedition, 1895, the honours on its regimental colours are "Aliwal," "Afghanistan," and "Chitral." The regiment, which is presently stationed at Alipore, is commanded by Lieut.-Colonel W. Prior, who served with it at Chitral, and who also saw fighting in the Sikh Expedition, 1846, and the Manipore Expedition, 1891, for which he holds two medals with three clasps.

At a recent sale at Christie's a pair of Kang He eggshell lanterns of almost fairy-like fragility decorated in rich enamel with a mandarin and two charming Chinese ladies on a balcony in familiar vesture, with tulle and key-pattern bands in coral and green colours—all this beauty contained in the height of 8½ in.—were sold, and realized the highest price ever paid at auction in England for a pair of Chinese eggshell lanterns. A start was made at £500 and left to fight for the possession of these objects, Messrs. Duveen and Gorers raised the price to £1,837 10s. before the Old Bond-street firm acknowledged defeat. It will be remembered that it was they who paid the former record sum, £1,200, in the Huish sale, for a pair of lanterns. In the same sale they gave £155 for an eggshell plate, and Mr. Larkin secured for £410 an ivory lantern. The following pieces of Chinese porcelain sold well:—A seated figure of Kwao Yia made 1504 10s. (Charles); four similar figures of various sizes and hues fetched £68 10s.; Messrs. Charles and Gorer being the buyers; and a hexagonal cup, Kang He, £105 (Sparks).

FRENCH NATIONAL HOLIDAY.

PROPOSED CELEBRATIONS AT CANTON.

Just as the 4th of July is the great American festival to the 14th July is the Frenchman's opportunity for his innate love of enjoyment. This year the French community in Hongkong is to do itself in the Shamen and in order to allow Hongkong residents an opportunity of witnessing the celebrations at Shamen of the French National Fete, a picnic is being organised on board the s.s. *Toul Beau*. The vessel will leave Hongkong on Saturday first at 11 p.m., from the Wing Lok Street wharf, will arrive in Canton at 8 a.m., Sunday, and will leave again for Hongkong about midnight. The project which is organised at the request of the committee of the Fete at Shamen, gives residents in Hongkong an opportunity of visiting the City, and also of taking part in the afternoon festival, as well as to see the display of fireworks in the evening in front of the French Consession. The programme is as follows:—Samedi, 10th, from 5 to 7, musique au Jardin Français; from 9.30 to 11.30 grand concert. Dimanche:—Salves d'artillerie 8.20 a.m. concours reserve au maris français; 11 a.m. to 1 p.m. reception au Consulat de France a bord du s.s. *Toul Beau*; 4 p.m. sports at concours entre les equipages des navires de guerre, Anglaise, Allemandes, Americaines et Francaise; de 5 p.m. to 6 p.m. musique-durant les exercices, etc., etc., illumination de la Consession Francaise et a 9.30 grand feu d'artifice.

BELL'S ASBESTOS MASTERN AGENCY LIMITED.

The twelfth annual report states:—The business has continued to make satisfactory progress, the profit, inclusive of the amount brought forward from previous years, showing a credit balance of £3,404 3s. 8d. The directors recommend that this amount be allocated as follows:—To set aside £485 8s. 3d. to "Reserve" for bad and doubtful debts and depreciation on stock, &c., to write £700 off "Purchase of Trading Rights," to pay a dividend of 1s. per cent. for the year, free of income-tax, absorbing £480 10s. and to carry forward £638 5s. 5d. to the next account; the sum carried includes provision for payment on June 1 of the sum of £500 off the debenture, in terms of the bond.

CHINA SQUADRON.

Mr. Rees asked the Secretary to the Admiralty whether any battleship was included in the China Squadron at the present time, and whether, if the answer be in the negative, the American, French, and German Eastern fleets were in like manner composed exclusively of cruisers, destroyers, and smaller vessels.

Mr. E. Robertson: There is no battleship in the China Squadron at the present time; and, except the *Redoubtable*, a third class battleship of the French navy, launched in 1876, in commission at Saigon, and two armoured coast defence ships of the United States navy in reserve in the Philippines; the ships composing the French, American, and German squadrons in the Eastern seas are of the classes referred to in the question.

Mr. Rees: Is it not the case that no superiority of cruisers, destroyers, and smaller vessels can compensate for the absence of a battleship?

Mr. Robertson said notice of the question must be given.

THE DEFENCE OF SHANGHAI.

Mr. Rees asked the Secretary of State for Foreign Affairs what force, naval, military, and police, was available at Shanghai for the defence of British interests and of British trade.

Sir E. Grey: On December 31 last the force available for the defence of the European community in the international settlement at Shanghai was as follows:—Volunteers, 44 officers and 930 non-commissioned officers and men. Police, European, 130; Indian, 201; Chinese, 753. In addition, foreign warships of small draught can ascend the river as far as Shanghai, and large ships can get to within 15 miles of Shanghai. It frequently happens that one or more foreign warships are lying in the river.

BANGKOK PADDY CROP.

People in Bangkok, especially traders in rice, looking forward to a bumper crop this year, as the rains began in good time and are not excessive. Evidently, this is not the case all over Siam. A headman of a village in the Aniohng district says that there had been too much rain and water in some parts of the country. The superfluity of water kills the young paddy shoots, where the land is low. It is not perhaps well known that after the seeds are sown and before transplantation, the water rises in the fields and the paddy crop keeps pace with the rise in water, always holding its head above the level of water. But the paddy plant should not be too young, or else it will be killed by being submerged in water. We hear that this is the case in many places, and a little more of rain or any further influx of water at the present time will shatter the fond hopes of a bumper crop.—*Siam Observer*.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—(a) the 11th at 11.50 a.m.—The barometer has fallen generally, particularly over Japan. The shallow depression appears to be moving Eastwards over the S. part of the Sea of Japan. Pressure is still relatively high over the N. part of the China Sea.

Fresh S. monsoon may be expected in the Formosa Channel, and light variable winds over the N. part of the China Sea. A heavy rain-fall for the 24 hours ending at 10 a.m. to-day, 0.00 inch.

FORECAST.
1.—Hongkong and neighbourhood. S.W. winds, light to moderate; fair.
2.—Formosa Channel. S. winds, fresh.
3.—South coast of China between Hongkong and Lamook, same as No. 1.
4.—South coast of China between Hongkong and Hainan, same as No. 1.

INDO-CHINA STEAM NAVIGATION COMPANY.

ANNUAL REPORT.

The directors of the Indo-China Steam Navigation Company, Limited, report that the adverse conditions of trade mentioned in the last report unfortunately continued in an accentuated form during 1906, and the superabundance of tonnage on the coast caused low rates of freight throughout the year, the relief by homeward clearances being slow in reducing competition. There has since, however, been considerable reduction in shipping by diversion elsewhere, and a return to more normal conditions is now taking place, as it did when over-supply after the China-Japanese War, 1896, required time for dispersion. A typhoon of exceptional violence swept over Hongkong in September, causing extensive damage to shipping and property; but the steamers of the company, fortunately, escaped with but little injury; indeed, during the year no serious casualty has occurred, and the underwriting account has the substantial balance of £170,000 at its credit. The directors, notwithstanding the difficulties of the year, have again allocated a very large sum to the depreciation of the fleet (£72,833), which has been provided by the transfers from exchange and underwriting accounts, and from the general reserve fund, and after meeting all expenses for the year, there remains a balance of £16,091, out of which the directors recommend a dividend of 2½ per cent. carrying forward £3694 to 1907. The *Long Wo*, a steamer constructed by the Hongkong and Whampoa Dock Company for the company's Yangtze service, has been added to the fleet, and since the closing of the accounts for the year 1906 the small steamer *Columbia* has been sold. The articles of association have been revised, and the capital, formerly represented by £10 shares, has been divided into equal moiety represented by preferred ordinary shares, which carry a cumulative dividend of 6 per cent., and deferred ordinary shares. The directors propose shortly to make an issue of debentures, in order that the indebtedness of the company may be consolidated. Particulars will be sent to shareholders and an opportunity afforded them of participating in the issue.

PUBLIC COMPANIES.

POWER TO INCREASE CAPITAL.

Dealing with the recent resolutions of the Bangkok Dock Co., Ltd., to increase its capital, the *Siam Observer* writes editorially on 29th ult. At yesterday's meeting of the Bangkok Dock Company there was some uncertainty about a point of law. The point was whether the directors' resolution, increasing the capital, required a unanimous vote or whether it could be carried by majority—a three-fourths majority. It was contended on the one hand that a single adverse vote would bar the resolution, and on the other hand that the decision of the majority would hold good legally. The Dock Company is under Siamese law. There is no Companies law in Siam yet, though one is being framed; but it may be taken that the Siamese Courts would follow the usual foreign precedents applicable to a case. Quoting from Lindley, the British law may be stated as follows:—A Company has no power to increase its capital unless such power is expressly conferred upon it, or unless all the shareholders agree to subscribe or raise more than the sum originally determined; and if the capital of the Company is fixed by charter, letters patent, or special Act, and no power is given to increase it, such capital cannot be increased even by the consent of all the members of the Company, and the rule is that in the absence of special powers the capital of the Company cannot be increased against the will of a single dissentient shareholder.

In the case of the Bangkok Dock Co. such power is expressly conferred upon it by the Articles of Association: Article 44 gives the Company power to increase its capital—the special power which is necessary. It not only provides for the increase of capital but for the terms of issue of new shares, for the offering of new shares to shareholders, and for the new capital being considered part of the original, unless otherwise ordered. There is no doubt about the power to increase the capital. As to voting, the rule with regard to extraordinary matters, like the increasing of capital—is the passing by a three-fourths majority. This rule evidently holds good in the present case. In the absence of special powers, as above stated, the capital could not be increased against the will of a single dissentient shareholder. But the special powers are here present. Every shareholder has accepted them in the articles of association. Therefore the rule that, in the absence of special powers the capital cannot be increased against the will of a single dissentient shareholder, does not apply. The three-fourths rule holds good. When absolute unanimity is required is where no powers already exist. In the case of the Bangkok Dock Company the powers do exist, so that absolute unanimity is not necessary. That, we believe, is the correct legal view of the matter. As to what might be done with a dissentient shareholder refusing to give his calls, we believe, as a matter of law, that the Company would have a claim upon the amounts due to him in dividends, and might apply this money to making up the amount of his call, which would be treated as a debt to the Company.

TWO men and a woman were arrested yesterday for returning from banishment. The woman and one of the men were taken at Kowloon City, while the other became a prisoner while he was in the act of knocking down a pair of trousers, with a bamboo pole, from the verandah of house No. 14, Circular Pathway. At the Central Police Station he was recognised as having been deported on 1st September, 1906. The trio were charged before Mr. G. N. Orme, at the Police Court, this morning. They were each sentenced to six months' hard labour.

CANTON DAY BY DAY.

THE COMING OF SHUM.

[From Our Own Correspondent.]

Canton, 10th July.
H.E. Viceroy Shum's memorial asking the Throne to grant him further extension of sick leave reached Peking on the 6th instant. The Throne has refused his request and has ordered him to proceed to Canton immediately on expiry of his last leave.
The Canton paper *On Ngai Po* states that their Shanghai correspondent has wired them to the effect that H.E. Viceroy Shum would leave Shanghai for the South on the 1st day of the 6th moon, i.e., to-day.

A RUMOUR.

It is rumoured that as the Liang Kiang Provinces are now in a state of unrest through the activity of the anti-mongarchists, the Central Government will transfer H.E. Viceroy Shum thither and appoint H.E. Tuan Fong to Canton.

GUNBOATS FOR KWANGTUNG.

The Ministry of War (Luchunpu) of Peking has granted H.E. Viceroy Shum's request for authority for the building of five gunboats in Japan for the use of the Liang Kwang Provinces. The Ministry has telegraphed to H.E. Shum informing him of the fact.

KWANGSI RICE.

The Canton Cheap Rice Disposal Office has telegraphed to H.E. Viceroy Shum thanking him for his favour in getting the removal of the prohibition of rice from Kwangsi to Canton and thus relieving to a great extent the present rice famine. This telegram also expressed the wish that H.E. might see his way clear to come to Canton at an early date, as the Canton people are, at present anxiously looking forward to his arrival in the South.

CHOW FU HOMEWARD BOUND.

A telegram received here yesterday states that H.E. ex-Viceroy Chow Fu arrived at Shanghai safely on the 7th instant and left the following day per s.s. *Chung Kong* for his family home.

CANTON ARSENAL.

Yesterday's report of the opening of the new Smokeless Powder Factory in connection with the Canton Arsenal is misleading. This factory is still in course of construction; it is the armoury in connection with the Canton Arsenal that has been completed and will be opened to-day.

THE ARREST OF MR. CHUNG.

With reference to your report in Monday's issue of the *Telegraph* of the arrest of Mr. Chung Wing Kwong, a well known Chinese teacher of the Canton Christian College, the Canton scholars and students, who hold Mr. Chung in high esteem, have signed a petition to be submitted to H.E. Yuan Shi Kai praying for Mr. Chung's release.

CHEAP RICE.

A meeting was held yesterday at the principal Rice Disposal Office to fix a date for the discontinuance of the cheap disposal of rice. Mr. Chan Heung-in proposed that as the price of rice is still very high and as the first crop of rice of this year did not come up to expectation, it would be advisable to continue the cheap disposal of rice to some future date to be fixed by a subsequent meeting. The above resolution was passed together with another resolution recording the services rendered by H.E. Viceroy Shum in getting the removal of the prohibition on rice from Kwangsi, and forwarding H.E. a telegram thanking him for his great services.

RAILWAY TENDERS.

Taotai Kwong, the engineer-in-chief of the Yuet-han Railway Company, was yesterday at the Company's Head Office to be present at the opening of tenders for the construction of further sections of the railway. Several tenders for the work were accepted.

RIOTS IN CHINA.

On 10th ult. Mr. Lonsdale asked the Secretary for Foreign Affairs whether he had any information respecting the riots in China; and whether any steps had been taken to protect the interests of His Majesty's subjects in the disturbed district.

Mr. Runciman: Telegraphic inquiries have been made of His Majesty's Minister at Peking. He states that His Majesty's Consul at Amoy reports that the surrounding country is free from disturbance, and that His Majesty's Consul at Swatow states that the accounts in the newspapers of local disturbances have been exaggerated, and that there has never been the slightest occasion for uneasiness. The riots were dispersed at once by the Chinese authorities.

WATER POLO.

V.R.C. vs. 8TH CO., R.G.A.

Another friendly match was played yesterday afternoon at the V.R.C. enclosure, which resulted in a win for the V.R.C. by 5 goals to one. The first half was a very hard and fast one, and the first goal was scored by Gunner Flitwin for the 8th Co., R.G.A. During the first half the V.R.C. men had many good tries, but could not succeed in getting the ball in. But in the second half, the V.R.C. men played very well, and managed to score three goals, all to the credit of N. H. Alves. The V.R.C. team were as follows:—L. E. Lammert (Capt.), F. K. Tais, O. R. Chunyut, P. M. Ramedios, A. J. V. Ribeiro, N. H. Alves and Sayer.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Kumrang*) 13th inst.
German (*Zieten*) 17th inst.
German (*Praun*) 17th inst., a.m.
Indian (*Kutiang*) 18th inst.
The s.s. *Saint George* arrived at New York on 30th ult.
The C.P. R. Co.'s s.s. *Embrun* of China arrived at Kobe at 3 a.m. on 10th inst., and left again at 8.50 a.m., same day, for Yokohama, where she is due to arrive at 6.30 a.m. on 11th inst.

Telegrams.

[Reuters.]

The New Japanese "Dread-noughts."

London, 9th July.
The correspondent of the *Daily Mail* in Berlin wires that the Japanese naval commission has given Krupp an order for the new Japanese "Dreadnoughts" 12-inch guns, to be delivered in nine months.

The order was not placed with English works because they were already fully occupied.

Korea and the Hague Conference.

Reuter's correspondent in Seoul wires that, in view of the despatch of Korean delegates to the Hague, the Korean Government will appoint a committee to control the Emperor's private purse, in order to prevent illegal disbursements.

Later.

The King's Visit to Ireland.

Replying to an address at Holyhead, en route to Ireland, the King said that the prosperity of the country was bound to be imperilled by any disturbance of the tranquillity of Europe. "I hope the high position of Great Britain among the nations will always be maintained by peaceful means, and as far as in me lies her influence shall ever be devoted to the promotion of friendship and goodwill."

A. B. I. STRAMER'S EXCITING EXPERIENCES.

"PALITANA" IN HEAVY SEAS.

The B. I. S. Company's steamer *Palitana*, Captain A. J. Windebank, R. N. R., arrived in Calcutta on Friday morning from Rangoon with the Burmah mails. As the vessel left Rangoon on Saturday last, it was believed that she had met with the very heavy weather reported in the Bay of Bengal during the past few days, and a press representative boarded the vessel and interviewed the Commander yesterday afternoon. On arrival at Calcutta, the *Palitana* was at once evident that she had been roughly handled. The starboard gangway at No. 1 hatch was almost completely stove in, and certain of the vessel's top gear also showed signs of undue usage. Ladders had been torn from their positions; the fore second class stateroom on the starboard side was smashed in, and away aft under the break of the poop damages of an even heavier description were to be seen. Captain Windebank told our representative that the seas experienced during a portion of his voyage were the worst he had seen in his thirty years' experience in the Bay of Bengal, of which twenty-six have been spent in command of the Company's steamers. About 4.30 on Tuesday morning a monster sea broke on board aft, doing enormous damage and carrying away ventilators. The vessel dipped into it fore and aft, and when her stern rose, the aft boat had gone. About five hours later, another terrible wave broke on board stowing in the starboard gangway at No. 1 hatch, bounding thence on to the bridge, the glass casing of which was lifted almost bodily into the poop. A native galley, which had been secured to the deck, broke adrift; bulwarks were smashed and stout iron stanchions bent, twisted and broken as if they were the merest sticks. Added to this the fore second class cabin was smashed in. This was occupied by an officer of the Company, who, at the moment, was out on deck, assisting the ship's company. Other seas struck the vessel on board and considerable other damage was done on deck. The feature throughout was the small amount of wind compared with the terrific seas, which are the heaviest I have seen experienced in 30 years in the Bay of Bengal.

The *Palitana* is a fine steamer of 1,700 tons register, and has been on mail and passenger runs on the Indian coast ever since she was built. Captain Windebank is just about to retire from the Company's service, this being his last voyage as Commander in the service. He proceeds home in the *Dunelm* next week.—*Statesman* June 23.

THE "HONGSHAN" BOAT COLLISION.

The inquiry into the collision between the S.S. *Hongshun* and the steam launch *Pook On* was concluded yesterday afternoon before the Marine Court, the members of which were Commander Basil Taylor, R.N. (President), Lieutenant H. Butterworth, R.N., H.M.S. *Tamar*, Captain E. Beetham, S. *Empress of India*, Captain A. Stoker, S. *Woodstock*, and Captain H. W. Walker of the S. *Kwong Tung*. The engineer of the launch *Pook On* said he was in the engine room at the time of the collision. On leaving the pier the launch went astern with her engines for about one minute. Then the coxswain shouted to him to go ahead, which he did. Li Muk was the man who told him to go ahead. After going ahead for three or four seconds the *Hongshun* struck the launch. The witness climbed up on to the steamer. He saw the coxswain in the water, and noticed a passing sampan pick him up.

Sergeant Jackson, who was in charge of No. 7 Police launch, said he arrived just after the collision and picked up one man out of the water, the remainder were picked up by a sampan. Afterward witness took these four men aboard the *Hongshun*. They were all wet.

The Court found that a panic occurred on board *Pook On* which was intensified by the breaking of the bell wire. That, in consequence, everyone on board the launch left their stations, and no steps were taken to avoid collision. They considered it would have been more satisfactory if more accurate notice had been taken in the engine room of the *Hongshun* of the times at which the several signals on the telegraph were made. They held that the officers of the *Hongshun* were acquitted from all blame, and that the coxswain of the *Pook On* was guilty of an error of judgment.

HONGKONG AND SHANGHAI BANKING CORPORATION.

HALF-YEARLY DIVIDEND.

We are officially authorised to state that, subject to audit, the Directors of the Hongkong and Shanghai Banking Corporation will recommend at the forthcoming meeting—

A Dividend of £1.15 per share, Add to the Reserve Fund \$750,000, and carry forward about \$1,800,000.

A REAL "PACIFIC" OCEAN.

In its leading article on 11th ult., the *Pail Mail Gazette* says:—The signature in Paris, yesterday, of the Agreement between France and Japan may be taken as marking a distinct step forward in the evolution of international relations in the Far East. Although the text of the new instrument has not been published, there is no secret about its general scope and purpose. Its object is understood to be twofold: the maintenance of the integrity and independence of China on the one hand; and of the signatory Powers on the other, and the preservation for all nations of the commercial open door into the vast market of the Celestial Empire. To far, then, the Franco-Japanese Agreement coincides with that between our own country and Japan. Here, therefore, we have the peace of Eastern Asia guaranteed by three mutually friendly Powers, to which trust, as we may assume, be added a fourth inasmuch as the Agreement now on the way to completion (and, probably, virtually completed) between Japan and Russia is believed to assert the same principles. That is an excellent condition of affairs; but there remains one gap in friendship's garland which needs filling up. England has friendly Agreements with France and with Japan; France with Japan and with Russia; Russia with Japan; but, as yet, no such arrangement has been announced (though the announcement is being hopefully awaited) between Russia and our own country. At such a juncture it is much to be regretted that the inevitable tailors of Tooley-street (there are seventeen of them this time) should be raising the voice of protest against any understanding between the Foreign Offices of London and St. Petersburg. These ladies and gentlemen all profess to be friends of peace; but peace might well pay to be saved from friends whose methods, if adopted by the Foreign Office, would certainly tend to perpetuate that spirit of hostility and suspicion which has, on several occasions since the Crimean War, nearly led to a second armed conflict between England and Russia. Let us grant, freely, that there is much to deplore in the domestic policy of the Russian Government. But are we to wait, in censorious moral superiority, until every Power with which we should like to be on good terms has spring-cleaned its house with our particular British brands of soap and scrubbing-brush? Thousands of Englishmen deplore the anti-clerical policy of the French Republic; but none of them regret the *entente cordiale* between England and France. Thousands, too, regret the uncompromising militarism of Germany; but they would be glad to see better relations between the Germans and ourselves. The canned meats of America are not exactly in the odour of sanctity; but none of us are the less pleased to know that England and the United States were never so friendly as they are to-day. If, therefore, we would be friends with foreign Powers we must allow them the same freedom to manage their domestic affairs as we claim for ourselves.

If, indeed, the more noisy exponents of that British self-righteousness which makes us so deservedly popular with the degraded, but admiring, foreigner would only try to cultivate the faculties of observation and imagination, they could hardly fail to be struck by the contrast presented between the mutual relations of the four Powers to which we have referred as they exist at the present time, and as they were but a very few years ago. It seems but yesterday that the Russo-Japanese War threatened to involve France and England, the friends of the respective combatants, in a general conflict. England, at that time, was smarting under the outrage of the Dogger Bank and the high-handed action of the Russian cruisers towards British merchantmen. France, on her side, was desperately suspicious of Japanese designs upon Tonkin; and, in short, the scene of the Russo-Japanese struggle was the very last portion of the globe's surface on which one would have expected to see the early growth of a rich harvest of international arrangements expressly designed to prevent a recrudescence of that awful carnage. Surely, when we look on this picture and on that, we should be more inclined to thank Heaven for the good work that has been done than disposed to strive to hinder its completion. We trust, therefore, that the efforts of the British and Russian Foreign Offices will prove successful, and that an Anglo-Russian Agreement will set the crown of completeness upon the Pacific solution of the Far Eastern question. There remains only one cloud upon the horizon: we mean, of course, the unfortunate relations between Japan and the United States which have been generated by the conduct, or misconduct, of a single State of the American Union. The Japanese are justly incited at California's treatment of their brethren on the Pacific Coast; but no one doubts the earnest desire of the Governments of Tokyo and Washington to minimise, rather than to magnify, the trouble, and to find an honourable and peaceful settlement of the difficulty. That two Powers separated by the vast spaces of the Pacific Ocean should go to war over such a matter as this is a catastrophe which ought to be unthinkable. If, however, public opinion on either side were unhappy, to become heated to a point approaching explosion, we should look to the Foreign Office to use its influence as mediator and moderator between our American kinsmen and our Japanese allies. The Pacific Ocean had belied its name so recently, and so terribly that a repetition of the offence would be a crime against civilisation, as well as a sad blow to those hopes of international concord which have blossomed out of the patient labours of diplomacy in the Far East.

WHAT ABOUT THE S.S. "NETHER-TON?"

Mr. Thos. Buchanan, chief engineer of the S.S. *Nether-ton*, writes the *Singapore Free Press* of this inst.:—I take the liberty of addressing this article to you, which possibly may find a place in your instructive and influential paper. I have overheard gentlemen of importance connected with this settlement, asking one another what is to become of the *Nether-ton*. The question was generally answered so, "Well I reckon she will be broken up for what she can return in dollars." Still the mechanical plant is good and perhaps a buyer could be found for it. Personally I have an idea, and I trust it conveys at least with it a little horse-sense. Having examined the *Nether-ton* I recognise the weakness of the forward section of the hull; no doubt this part is greatly supported by modern flat bottom and nature's buoyancy. Now I do not for a minute consider the *Nether-ton* capable of ploughing the ocean again (unless of course an enormous sum of money were expended) but I believe she could be turned to a good purpose as she stands. My geography of this settlement is not very extensive, and as I am only about one year in China principally around Hongkong and Shanghai, there may be unknown to me some growing place around here that could be doing with an electrical power station. As the marine type of engine is greatly used in this work both in Britain and U. S.; then one has the plant all ready, when the propeller shaft is disconnected, and dynamo hooked on, there is no rental to pay and no duty, your power house is there, and on the high seas. Again, by an ingenious method which I prefer to reserve from this letter, I believe the forward section of the vessel to be capable of supporting weight, and could be connected into ice or storage depository, mechanical and frigorific effect being also a supplement from main engines. There are so many points connected with these ideas which I have vaguely mentioned here that it would take no longer time than I can at present afford to write out. However, at these ideas are already made known by myself to the firm of Messrs. Huttenbach & Bros, they are in a manner now slightly public property, yet they did not interest the firm mentioned. Trusting this may be an inspiration to others to possibly better my ideas, for it appears to me a pity to have to break up what is practically new ship, and thanking you in anticipation.

INDO-JAPANESE TRADE.

VIEWS OF MR. MORITA.

Mr. Morita, Director of the Commercial and Industrial Bureau in the Department of Agriculture and Commerce, spent a few days in Osaka on his way to India for the inspection of the condition of trade there. On 27th ult., Mr. Morita delivered a speech at the Osaka Chamber of Commerce, taking for his subject the trade of India.

The growth of trade between Japan and India, said Mr. Morita, would depend upon Osaka. It was for this reason that he had devoted a few days to spend in Osaka on his way to India to hear the views and plans of Osaka business-men on the question. A few years ago, continued the speaker, investigations were made into the trade between Japan and India, and the result was astonishing. He pointed out that there was constant steamship communication between the two countries, and drafts could be freely drawn through the Specie Bank. The population of India was 300,000,000, most of whom were farmers, and looked for their supply of manufactured goods to other countries. The annual exports and imports amounted to ¥1,500,000,000, of which sum ¥500,000,000 represented imports. It was surprising that with so great an advantage of close communication Japan supplied only one per cent. of the imports. Of the remainder Great Britain supplied 64 per cent., Belgium 4 per cent., Russia and Australia each between 2 and 3 per cent.

Mr. Morita asked the reason that such a small trade was done by Japanese with India when she had such an advantageous position. It was not due to the lack of a supply of articles which were wanted by the Indian people. Japan was abundantly producing such articles. There must be some special cause which was responsible for the slow development of the trade, and he was going to India for the purpose of finding out the hidden obstacles.

Turning to exports from India, which annually amounted ¥1,000,000,000, Mr. Morita remarked that Great Britain took 27 per cent., China 11 per cent., Germany 9 per cent., and Japan 5 per cent. Japan was producing articles suitable for the needs of the Indian people and yet Japan was buying from India almost double the quantity she was selling. Knitted goods, which were largely produced in Osaka, formed the principal line of Indian imports. The annual value of articles under this heading imported into India was about ¥6,000,000, and Japan was selling not more than ¥100,000. The value of matches imported was about ¥4,000,000, but Japan was selling to India only ¥800,000 worth.

In conclusion, Mr. Morita stated that *kakaku* (silk fabric) which at first formed an important line of export, was replaced by cheaper figured *kakui*. He found the loss of the market of *kakaku* was due to unprincipled tactics of certain Indian merchants of Yokohama. Entrapped by their methods, Japanese dealers started competing among themselves, with the usual result of deterioration of quality. The Indian people could afford to buy *kakaku*, but Japanese merchants supplied them with cheaper or coarse figured *kakui*, and were thus attempting to kill the taste of the Indian people for finer silk. While the Japanese were thus losing, the Indian merchants of Yokohama were making large profits. The Japanese merchants must be very careful, as such incidents might be the cause of the slow development of the market of Japanese goods in India.

KASH AUSTRALIAN G. M. CO.

General Manager's report for 4 weeks ending June 15th 1907.

The mine measurements and assay results of prospecting work shows a total of 48½ ft. for the period (4 weeks) under review: made up of 10½ ft. sinking, 14½ ft. driving, and 23½ ft. crosscutting, as against 49½ ft. for the previous four weeks.

MINES.

Bukit Komun.—The Main Shaft has been sunk 17 ft. making a total depth of 54 ft. below the 440 ft. Level.

440 ft. Level. Drive South.—This has been advanced 8 ft. making a total of 260 ft. The lode 47 in. wide gives an average value of 6½ dw.

440 ft. Level. Drive North.—This has been driven 11 ft. bringing the total to 262 ft. The lode 48 in. wide assays 5½ dw.

440 ft. Level North. Drive South or Foot-wall portion.—This end has been extended from 15 ft. to 24 ft.

The lode 57 in. wide assays 5½ dw.

From the No. 1 winze between the 340 ft. and the 440 ft. levels north a drive at about 30 ft. above the 440 ft. level has been taken south 4 ft. This is to leave a piece of poor ground as a support to the winze.

340 ft. Level North. Drive on Hanging Wall Branch.—To this has been added 9 ft. making a total of 114 ft. The lode 48 in. wide assays 6½ dw.

340 ft. Level North. Crosscut East.—This has been taken from 14 ft. to 28 ft. and has passed through the East lode, which, at this point for a width of 36 in. assays 3½ dw. Preparations are now being made to sink a winze to connect with the 440 ft. level.

340 ft. Level South. No. 2 Winze.—This has been sunk 2 ft. making the total depth of 52 ft. The presence of bad air has prevented us from making any headway with this work.

240 ft. Level North. Drive on Branch for Stope.—This has been driven 12 ft. making the total distance driven 90 ft. The lode 67 in. wide assays 1 dw.

A winze has been started at about 70 ft. along the drive to connect with the 240 ft. level, through which we intend to pass the better stone now standing in the back.

Crosscutting for stope filling.—142 ft. Stopes.—The following have been in operation.

Above the 440 ft. level: 2 stopes. Lode 86 in. wide, worth 4 dw.

Above the 340 ft. level: 2 stopes. Lode 78 in. wide, worth 4 dw.

Above the 240 ft. level: 2 stopes. Lode 90 in. wide, worth 3½ dw.

STOPE MINE.

160 ft. Level. Drive South.—Here 14 ft. has been driven making a total of 38½ ft. The lode 86 in. wide gives an assay value of 10 dw. per ton.

160 ft. Level. Drive North.—This has been extended from 69 ft. to 85 ft.

160 ft. Level. Drive North on East Lode.—This has been advanced 12 ft. making a total of 68 ft.

60 ft. Level. Drive South.—To this has been added 11 ft. making a total of 417 ft. The lode 46 in. wide assays 18½ dw.

Crosscut West of Shaft 60 ft. Level.—This has been taken from 428 ft. to 446 ft.

No. 3 Winze from Surface.—This has been deepened 10½ ft. bringing the total depth to 82½ ft. The water has greatly handicapped the work and operations are suspended whilst a boiler and steam pump are being got to work.

Crosscutting for stope filling.—38 ft.

Stopes.—Above the 160 ft. level: 1 stope. Lode 68 in. wide, worth 8½ dw.

Above the 60 ft. level: 1 stope. Lode 60 in. wide, worth 14½ dw.

MT. MALACCA.

A winze has been sunk in Malacca hill 66 ft. We intend from this to crosscut East to get under some of the old shallow workings to further explore the lode on this section.

Some 6 ft. of surface prospecting has been done on Bukit Stengah.

Stopes.—Below the No. 1 Level: 2 stopes. Lode 69 in. wide, worth 10½ dw. From here 156 tons have been broken and sent to the mills.

Plant and Machinery.—The Grit Mill at the Cyanide works is in full work.

The small tonnage crushed is accounted for by a breakdown in the mill transformer station and on the transmission line, this also delayed progress in the mine work.

MILLING RETURNS.

BT. KOHAN.

Stamps working: 40.
Period of work: 28 days, less lost time 27 days for repairs to electrical machinery and clean up.

Ore Milled.—Koman 1,895 tons.

Stope 857. Total 2,752 tons.

Amalgam collected 1,704 ozs. producing

Retorted gold 666½ ozs. producing

Smelted gold 601½ ozs.

Average yield per ton 437 dw.

Average value of tailings 1.04 dw.

BT. MALACCA.

No. 1 Mill ran 24½ days crushing 1,867 tons

" II " " 22½ " surface ore and 156 " " " (tons mine ore).

Total tons 2,023.

Amalgam collected 524 ozs. producing

Retorted gold 204 ozs. producing

Smelted gold 199 ozs.

Average yield per ton 207 dw.

Total tons crushed 4,775.

" Amalgam collected 2,228 ozs.

" Smelted gold 801½ ozs.

Average yield per ton 335 dw.

" Finesness of bullion 927.21.

W. H. MARTIN, General Manager.

To-day's Advertisements.

THE WEST POINT BUILDING COMPANY, LIMITED.

A N INTERIM DIVIDEND OF DOLLARS TWO per share for the Six Months ending 30th June, 1907, will be payable on the 29th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 18th instant, to MONDAY, the 29th instant (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment and Agency Co. Ltd.,
General Agents for the West Point Building Co., Ltd.

Hongkong, 11th July, 1907. [553]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,

on
MONDAY,

the 15th July, 1907, at 2.30 P.M., at No. 25, Wyndham Street,

THE WHOLE OF THE
VALUABLE

HOUSEHOLD FURNITURE,
THEREIN CONTAINED.

Comprising:—
DOUBLE BRASS-MOUNTED BED-STEADS with WIRE MATTRESSES, MARBLE-TOP BUREAUS with BEVELLED GLASS, DOUBLE TEAKWOOD WARDROBES with BEVELLED GLASS, MARBLE-TOP WASHSTANDS, SILK-EMBROIDERED SCREENS, DINING TABLE and CHAIRS, TEAKWOOD SIDEBOARD with BEVELLED GLASS, GLASS, CROCKERY and E.P. WARE, OIL PAINTINGS, BRUSSEL'S CARPET, &c.
On View on Saturday, the 13th instant, Catalogues will be issued.

TERMS.—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 11th July, 1907. [654]

NAVIGAZIONE GENERALE ITALIANA, (Florio and Rubattino United Companies.)

STEAM FOR
BOMBAY, VIA SINGAPORE AND
PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through Rates to PERSIAN GULF and BAGE, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA,"

Captain Dini, will be despatched as above on MONDAY, the 15th instant, at Noon.

At BOMBAY, the Steamer is discharging in Victoria Dock.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 11th July, 1907. [655]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELHI,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. *Himalaya*.

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 17th inst. at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 11th July, 1907. [2]

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 2/3 3/16

Do, demand 2/3 3/16

Do, 3 months' sight 2/3 3/16

France—Bank T.T. 2/3 3/16

Do, demand 2/3 3/16

Germany—Bank T.T. 2/3 3/16

India T.T. 2/3 3/16

Do, demand 2/3 3/16

Shanghai—Bank T.T. 2/3 3/16

Singapore T.T. 2/3 3/16

Japan—Bank T.T. 2/3 3/16

Java—Bank T.T. 2/3 3/16

Do, demand 2/3 3/16

4 months' sight L/C 2/3 3/16

6 months' sight L/C 2/3 3/16

30 days' sight San Francisco & New York 54

4 months' sight do 54

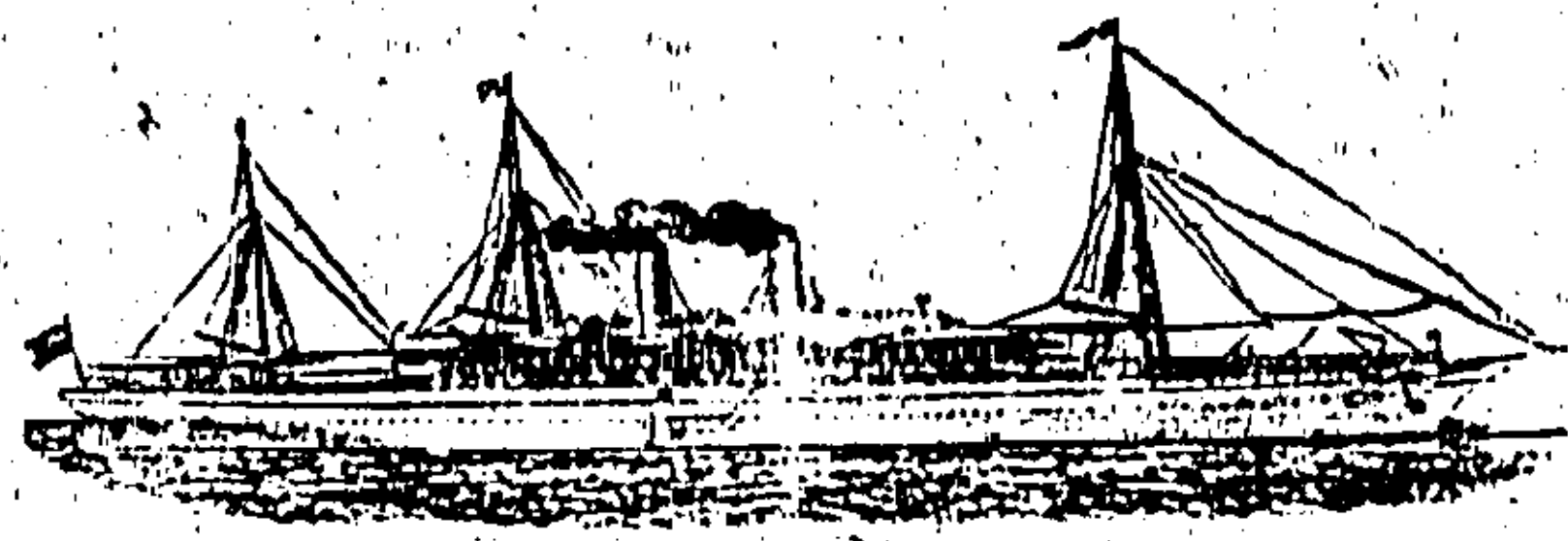
30 days' sight Sydney and Melbourne 23

6 months' sight do 23

30 days' sight do 23

4 months' sight do 23

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"ATHENIAN".....	3,882	WEDNESDAY, July 17th	Aug. 10th
"EMPEROR OF INDIA".....	6,000	THURSDAY, Aug. 1st	Aug. 19th
"MONTEAGLE".....	6,163	WEDNESDAY, Aug. 14th	Sept. 7th
"EMPEROR OF JAPAN".....	6,000	THURSDAY, Aug. 29th	Sept. 16th
"TARTAR".....	4,425	WEDNESDAY, Sept. 11th	Oct. 5th
"EMPEROR OF CHINA".....	6,000	THURSDAY, Sept. 26th	Oct. 14th

"EMPEROR" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Fastest "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class.....via St. Lawrence £60. via New York £62. Steamers, and 1st Class on Railways.....£40. £42.

R.M.S. "MONTEAGLE", "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner, Pedder Street and Praya.

Hongkong, 4th July, 1907.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED) SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI VIA SWATOW.....	"KWONGSANG"	FRIDAY, 12th July, 4 P.M.
TIENSIN VIA SWATOW & CHEFOO.....	"CHEONGSHING"	FRIDAY, 12th July, 4 P.M.
SANDAKAN.....	"MAUSANG"	FRIDAY, 12th July, 4 P.M.
MANILA.....	"YUENSANG"	FRIDAY, 12th July, 4 P.M.
SINGAPORE.....	"HOPSANG"	SATURDAY, 13th July, 3 P.M.
SHANGHAI.....	"WAISHING"	MONDAY, 15th July, 4 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

	Single	Return
Hongkong to Singapore 1st Class.....	\$ 65	\$100
Penang.....	85	130
Calcutta.....	165	250

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

‡ Taking Cargo on through Bills of Lading to Kuantan, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD., General Managers.

Hongkong, 10th July, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CEBU AND ILOILO.....	"KAIFONG"	13th July, Noon.
SWATOW & SHANGHAI.....	"YOHOW"	13th " 4 P.M.
HAIPHONG.....	"OHILLI"	16th " daylight.
MANILA.....	"TAMING"	16th " 4 P.M.
TSINGTAO, CHEFOO & NEWCHANG.....	"NANGHANG"	1st " "
CHEFOO & TIENSIN.....	"HUICHOW"	10th " "
SWATOW & SHANGHAI.....	"KIUKIANG"	10th " "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU"	3rd Aug., 4 P.M.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 11th July, 1907.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon midships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI.....	2540	R. W. Almond	MANILA	SATURDAY, 13th July, at Noon.
ZAFIRO.....	2540	A. Fraser	"	SATURDAY, 20th July, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 6th July, 1907.



HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL, (With Liberty to Call at the Malabar Coast).

Steamship	To sail
"ABERLOUR".....	FRIDAY, 13rd August.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 5th July, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



150 Ocean Steamers

with

912,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA, HAMBURG, HOHENSTAUFEN.

HIGHEST COMFORT, ONLY LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE.

NEXT SAILINGS FROM HONGKONG.

Outward.

Homeward.

HAMBURG.....2nd Aug.

Hongkong, 2nd July, 1907.

SILESIA.....12th July.

SCANDIA.....7th Aug.

HAMBURG.....4th Sept.

RHENANIA.....4th Oct.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE.

BETWEEN

HONGKONG, CALLAO

AND

IQUIQUE via JAPAN PORTS.

(KARATSU, KOBE and YOKOHAMA).

With option to call at MEXICAN and other Coastports.

Steamers Tons To sail on

"KATHERINE PARK".....4,900.....July 18, noon.

"KASATO MARU".....6,100.....End of Sept.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to

K. MATSUDA, Manager, York Building.

Hongkong, 27th June, 1907.

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REGULAR STEAMSHIP SERVICE.

TO NEW YORK.

VIA PORTS AND SUEZ CANAL, (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

For Freight and further information, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 10th July, 1907.

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Hongkong.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000	\$1,721,558	{£1.15/- and bonus of £1 @ Ex. 2/31=}	4 1/2 %	\$180 ex n. issue
Do. (new)	40,000	\$125	\$125	\$1,000,000	\$1,721,558	{£24.33 making \$40.80 for 1906		\$522 1/2 new issue
National Bank of China, Limited	99,925	£7	£6	\$12,735	\$71,293	\$2 (London 3/6) for 1905		ex new issue
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	£250	£50	\$1,075,000	\$233,638	\$20 for 1905	7 1/2 %	London £70
North China Insurance Company, Limited	10,000	£15	£5	\$110,000	Tls. 185,529	{Interim of 7/6 for account 1906 @ ex}	6 %	London £60
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$3,000,000	\$1,460,400	{Final of \$12 making \$42 for 1905 and}	5 1/2 %	n. issue first call
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000	\$461,467	{Interim of \$10 for 1906		\$51
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$20	\$1,000,000	\$362,980	\$6 and bonus \$1 for 1905	9 1/2 %	\$175 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000	\$435,236	\$40 for 1905	12 1/2 %	\$87 1/2 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$7,000	\$365	\$1 for 1906	6 1/2 %	\$15 buyers
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$20,000	Nil.	\$2 1/2 for year ended 30.6.1906	6 %	\$41 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd. ...	80,000	\$15	\$15	\$120,000	\$50,170	\$1 for 2nd half-year making \$2.00 for 1906.	6 1/2 %	\$29 1/2 sales
Indo-China Steam Navigation Company, Limited ...	60,000	£10	£10	\$10,000	\$2,452	10/- @ ex. 2/1 9/16 = \$4.69 1905		\$59 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 13,327	{Final of Tls. 3 1/2 making Tls. 5 1/2 (Pref.) and}	11 1/2 %	Tls. 46 sales
Do. (Preference)	100,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 13,327	{Final of Tls. 3 1/2 making Tls. 5 1/2 (ord.) for '06}	10 1/2 %	Tls. 50 buyers
"Shell" Transport and Trading Company, Limited ..	2,000,000	£1	£1	\$1,000,000	\$5,355,610	1/- (Coupon No. 7) for 1906	2 1/2 %	46/-
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$10,000	\$137	{£1.00} for year ending 30.4.1907	4 %	\$25
Taku Tug and Lighter Company, Limited	10,000	\$10	\$5	\$10,000	\$137	{£0.50} for year ending 30.4.1907	3 1/2 %	\$15
REFINERIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	\$100,000	\$9,218	\$8 for year ending 31.12.06	8 %	\$100 buyers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$100,000	\$9,218	\$3 for 1907		\$21
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 8,935	Tls. 4 (8 %) for year ending 31.8.06	4 1/2 %	Tls. 85 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$1,000,000	\$12,546	Interim of 1/6 for a/c year ending 28.2.07 ..	4 %	Tls. 15.00 sellers
Oriental Consolidated Mining Company, Limited ...	500,000	G. \$10	G. \$10	none	G. \$909,050	Interim of 50 cents for account 1906		G. \$5
Raub Australian Gold Mining Company, Limited ...	150,000	£1	£1	\$150,000	\$8,745	No. 12 of 1/- = 48 cents		\$6 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$164,124	\$10,335	\$1.75 for year ending 31.12.06	10 %	\$17 1/2 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd. ...	40,000	\$50	\$50	\$100,000	\$3,047	Final of \$2 1/2 making \$5 for 1906	6 1/2 %	\$98
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$50,000	\$400,933	\$6 for 2nd half-year making \$12 for 1906 ..	12 1/2 %	\$103 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 100,000	Tls. 3,997	Final of Tls. 10 making Tls. 8 for 1905/6 ..	10 1/2 %	Tls. 76 buyers
Shanghai and Hongkew Wharf Company, Limited ...	36,000	Tls. 100	Tls. 100	Tls. 100,000	Tls. 23,117	{Final of Tls. 10 making Tls. 18 for year}	8 1/2 %	Tls. 22 1/2 sellers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 50,000	Tls. 12,936	Tls. 18 for 1905	8 1/2 %	Tls. 21 1/2
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000	Tls. 3,388	Tls. 6 for 1 1/2 months ending 28.2.07	6 %	Tls. 103
Astor House Hotel Company, Limited (Shanghai) ...	30,000	\$25	\$25	\$100,000	\$8,418	\$3 for year ended 30.6.1906	10 1/2 %	\$28 1/2
Central Stores, Limited	50,123	\$15	\$15	\$1,000	19,178	\$1.80 for 1906	12 %	\$15
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000	\$371	\$5 for second half-year making \$10 for 1906	8 1/2 %	\$118
Hongkong Land Investment and Agency Co., Ltd. ...	50,000	\$100	\$100	\$50,000	\$56,218	Final div. of \$3 1/2 making \$7 for 1906	6 1/2 %	\$105 sellers
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	Tls. 20,283	Tls. 1,935	Final of 6 % = 10 % for 1905		Tls. 13
Hotel Metropole Company, Limited	2,000	\$100	\$100	none	\$4,699	Final of \$6 making \$10	12 1/2 %	\$80
Humphreys Estate & Finance Company, Limited ...	150,000	\$10	\$10	\$100,000	\$11,567	80 cents for 1906	7 1/2 %	\$104
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$1,089	\$2 1/2 for 1906	6 1/2 %	\$37 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 800,403	Tls. 61,978	{Final div. of Tls. 3 1/2 and bonus Tls. 1 1/2 (old sh.)}	7 1/2 %	Tls. 104 buyers
West Point Building Company, Limited	12,500	\$50	\$50	Tls. 170,000	\$1,519	{div. of 75 cts. & bonus of 19 cts. (new sh.) for '06}	7 1/2 %	\$50
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd. ...	15,000	Tls. 50	Tls. 50	Tls. 150,000	Tls. 64,986	Tls. 10 for year ended 31.10.1906	15 1/2 %	Tls. 64 sales
Hongkong Cotton Spinning and Weaving Co., Ltd. ...	125,000	\$10	\$10	Tls. 45,939	\$21,660	\$1 1/2 for the year ending 31.7.06	11 %	\$11 1/2
International Cotton Manufacturing Company, Ltd. ...	10,000	Tls. 75	Tls. 75	Tls. 150,000	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 %)	12 %	Tls. 50
Loan-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 31,469	Tls. 8 for 1906	9 1/2 %	Tls. 82 1/2 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 28,257	Tls. 50,663	Tls. 50 for 1906	15 1/2 %	Tls. 330
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	none	\$906	\$7 for 1906	8 %	\$87 1/2 buyers
Bell's Asbestos Eastern Agency, Limited	1,604	£12 1/2	£12 1/2	£184	\$286	1/3 per share for 1905	8 1/2 %	\$7 sellers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$10,000	1653	\$3 for 1905		\$20 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	\$1 for 1904		\$9 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905 ..	15 1/2 %	Tls. 64 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$25,000	60 cents for year ended 28.2.05		\$6 buyers
Do. special shares	50,000	\$1	\$1	none	\$185	80 cents for 1906	9 %	\$9 sellers
China Provident Loan & Mortgage Company, Ltd. ...	100,000	\$10	\$10	\$100,000	\$2,555	\$1.30 for year ending 31.7.1906	8 1/2 %	\$15 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$111,000	\$10,804	Final of \$1 1/2 making \$2.00 for 1906	11 1/2 %	\$7 1/2 sales
Green Island Cement Company, Limited	200,000	\$10	\$10	\$100,000	\$15,002	\$2 1/2 for year ending 28.2.07	7 1/2 %	\$21 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	\$100,000	\$2,933	11 per share for year ending 28.2.07	7 %	\$14 1/2
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$4,361	Final of \$18 making \$22 for year ending 31.12.06	9 1/2 %	\$245
Hongkong Ice Company, Limited	5,000	£25	£25	\$105,000	\$4,212	\$2.00 for year ending 31.12.06	9 %	\$22 1/2 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$105,000	Tls. 10,374	Second interim div. of Tls. 7 1/2 for a/c 1907 ..	10 %	Tls. 29 1/2 buyers
Maatschappij tot Mijl. Bosch en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 27,503	\$2,655	10 ppe sh. or period for 19th Oct. to 30th Apr. '07	9 1/2 %	\$10 1/2 sa. and b.
Peak Tramways Company, Limited	25,000	\$10	\$10	none	Dr. P. 34,324	None		\$1.65 sales
Peak Tramways Company (new)	50,000	\$10	\$10	none	Tls. 7,990	{Final of Tls. 3 1/2 and bonus of Tls. 1 1/2 for}	4 1/2 %	\$5 buyers
Philippine Company, Limited	50,000	\$10	\$10	none	Tls. 9,751	{year ending 31.12.06		Tls. 107 sellers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,354	Tls. 4 for 1905	12 1/2 %	Tls. 45 sales
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 67,323	Tls. 7,843	Final of Tls. 5 and Tls. 30 for 1906	9 %	Tls. 80 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 45,000	Tls. 8,592	Final of Tls. 6 making Tls. 10 for 1906 ..		Tls. 335
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 50,000	Dr. \$41,934	{Interim div. of 15/- for 1 year 1906		Tls. 295
Shanghai Waterworks Company, Limited	8,175	£20	£20	Tls. 100,000	\$214	None		\$23
South China Morning Post, Limited	7,200	£20	£20	Tls. 100,000	\$214	30 cts. (old) & 15 cts. (new) year ended 31.5.06	4 1/2 %	\$7 sales
Steam Laundry Company, Limited	20,000	\$5	\$5	none	Tls. 1,012	Interim of Tls. 4 for year 1905/6		Tls. 97
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 25,295	\$349	First year		\$12 1/2 sales
United Steamboat Company, Limited	50,000	\$10	\$10	none	\$752	{70 cents on 99,000 ord. shares and \$9.90 on}	10 1/2 %	\$104 buyers
Union Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000	\$5,482	100 Founders for year ending 31.5.1906 ..	7 1/2 %	\$11 sales
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$100,000	\$5,482	Final of 40 cents per share making 80	10 %	\$8
William Powell, Limited	15,000	\$10	\$10	\$4,500	\$182	{cents for year ending 31.12.07		

*These shares are entitled to half of the profits.

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH
AND LONDON,
(Through Bills of Lading issued for BATAVIA
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"CHINA,"

Captain E. Street, carrying His Majesty's
Mails, will be despatched from this for
HONGKONG, &c., on SATURDAY, the 13th
July, at Noon, taking Passengers and Cargo, for
the above Ports, in connection with the Com-
pany's S.S. *Mallan*, 9,600 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement),
will be transhipped at Colombo into the Mail
Steamer proceeding direct to Marseilles and
London, other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S.
China, due in London on 18th August, 1907.

Parcels will be received at this Office until
4 P.M. the day before sailing. The Contents
and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 1st July, 1907.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, ADEN, DJI-
BOUTI, EGYPT, MAR-
SEILLES, LONDON,
HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "ERNEST SIMONS,"
Captain Girard, will be despatched for
MARSEILLES on TUESDAY, the 23rd July,
at 1 P.M.

This Steamer connects at Colombo with the
Australian line S.S. *Dumbla* bound for Mar-
seilles via Bombay and Aden.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—
S.S. *TOKIN* 6th August.
S.S. *SALAZIE* 20th August.
S.S. *POLYNESIE* 3rd Sept.
S.S. *TOURANE* 17th Sept.
S.S. *AUSTRALIEN* 1st Oct.
S.S. *NERA* 15th Oct.

G. DE CHAMPEAUX,
Agent.

Hongkong, 10th July, 1907.

Intimations.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

EAST MAN'S

&c., &c., &c.

KODAKS, FILMS,

Telephone 256.

ACCESSORIES.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1907.

Dewar's

'Imperial'

The
Whisky
without
an
equal

Sole Agents: BUMANN & BERBLINGER,

15, 16 & 17, Connaught Road Central.

(480)